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cont

to move the pad 18 in the longitudinal direction of the vehicle. The two elongate holes 32, 34 are positioned and oriented such that extension lines EXT 1 and EXT 2 of the elongate holes 32, 34 in their longitudinal direction intersect each other, as shown in Fig. 1, and so that the position of the pad 18 is gradually lowered while an operating surface 18f of the pad 18 is gradually inclined upwards (rotated in the counterclockwise direction as seen in Fig. 1) as the pad 18 is moved toward the fully retracted or rearmost position (indicated by the one-dot chain line in Fig. 1). In Fig. 1, "S" represents a point of intersection of two straight lines which pass the midpoints of the lengths of the respective elongate holes 32, 34 and which are perpendicular to the longitudinal direction of the elongate holes 32, 34. At the fully advanced and retracted positions, the pad 18 has two different attitudes which would be taken if the lower arm 28 were pivoted with the pad 18, about the intersection point S. The position adjusting device 30 is adapted such that the fully retracted position of the pad 18 is substantially right under the intersection point S, as indicated in Fig. 1, and such that angles  $\theta_1$  and  $\theta_2$  of inclination of the operating surface 18f at the fully advanced and retracted positions with respect to the horizontal plane (substantially parallel to the vehicle floor) and an angle  $\alpha$  formed by the intersection point S and two straight lines connecting the point S and the centers of the operating surface 18f at the fully advanced and retracted positions, satisfy an equation  $\theta_1 + \alpha = \theta_2$ . Thus, the operating surface 18f at the fully retracted position of the pedal arm 16 is inclined so as to face more upwards by the angle  $\alpha$ , than that at the fully advanced position. It will be understood that the pivotal arm 26 and the lower arm 28 of the pedal arm 16 respectively serve as a first member and a second member of the position adjusting device 30. It is noted that since the lower arm 28 is not actually pivoted about the intersection point S, the pad 18 at a position between the fully advanced and retracted positions does not have an attitude which would be taken if the lower arm 28 were pivoted about the intersection point S.

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[0046] In the present brake pedal device 10, the lower arm 28 is connected to the pivotal arm 26 through mutual engagement of the pair of straight elongate holes 32, 34 and the pair of guide pieces 36, 38, such that the pivotal and lower arms 26, 28 are movable relative to each other in the above-indicated plane by an operation of the relative-movement device 40, so that the pedal pad 18 provided at the lower end of the lower arm 28 is movable in the longitudinal direction of the vehicle. Further, the arrangement of the elongate holes 32, 34 such that the extension lines EXT 1 and EXT 2 of these elongate holes 32, 34 intersect each other permits a change of the attitude of the pedal pad 18 as the pedal pad 18 is moved in the longitudinal direction so that the

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pedal arm 16 can be operated with a high degree of operational ease, at the suitably inclined operating surface 18f of the pedal pad 18, irrespective of the position of the pedal pad 18 in the longitudinal direction.

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[0049] It is also noted that the attitude of the pedal pad 18 can be changed with a change in the longitudinal position of the pedal pad, by a simple mechanism which has the pair of straight elongate holes 32, 34 whose extension lines EXT 1 and EXT 2 intersect each other, and the pair of guide pieces 36, 38 engaging the elongate holes 32, 34. The straight elongate holes 32, 34 and the guide pieces 36, 38 can be easily formed or manufactured. Accordingly, the present brake pedal device 10 is simpler in construction and available at a lower cost of manufacture, than the known brake pedal device using an arcuate hole and an arcuate rack. In addition, the elongate holes 32, 34 can be formed in the pivotal arm 26 at desired positions, so as to reduce the size of the brake pedal device 10, while assuring a required degree of strength at the connection of the pivotal and lower arms 26, 28.

Please **DELETE** the entire contents of lines 6-8 at page 1, which read as follows:

A4  
--This application is based on Japanese Patent Application No. 2000-391310 filed December 22, 2000, the contents of which are incorporated herein by reference.--

#### IN THE CLAIMS:

Please **AMEND** claims 1-4 and **ADD** new claims 10-12 as follows:

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1. (ONCE AMENDED) A pedal device mounted on a bracket fixed to a body of an automotive vehicle, and including a pedal arm having an operating portion at a lower end thereof, and a position adjusting device operable to adjust a position of said operating portion in a longitudinal direction of the automotive vehicle where said pedal arm is placed in a non-operated state thereof, said position adjusting device comprising:

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a first member having a pair of guides;

a second member disposed movably relative to said first member in an approximately vertical plane approximately parallel to said longitudinal direction, and having a pair of guide pieces which are movable in engagement with said pair of guides, respectively; and